

## Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

STIP Project No.	<u>U-5817</u>
WBS Element	<u>44389.1.1</u>
Federal Project No.	<u>STBGDA-1003(171)</u>

A. Project Description:

Extension of Fairview Road (SR. 1246) over I-77 via a new bridge to connect with Alcove Road (SR 1206), in Mooresville, Iredell County.

B. Description of Need and Purpose:

The purpose of the project is to improve east-west connectivity, improve travel times, and reduce congestion on Fairview Road, Williamson Road, and Alcove Road.

The need of the proposed action is to address inadequate connectivity, travel delay, and congestion.

C. Categorical Exclusion Action Classification:



TYPE I A

D. Proposed Improvements

23. Federally-funded projects:

- a) That receive less than \$5,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) of Federal funds; or
- b) With a total estimated cost of not more than \$30,000,000 (as adjusted annually by the Secretary to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.

[https://www.environment.fhwa.dot.gov/projdev/FAST\\_ACT\\_Section1314\\_Final\\_Memo.asp](https://www.environment.fhwa.dot.gov/projdev/FAST_ACT_Section1314_Final_Memo.asp)

[https://www.environment.fhwa.dot.gov/projdev/FAST\\_ACT\\_Section1314\\_Implementation\\_Guide.asp](https://www.environment.fhwa.dot.gov/projdev/FAST_ACT_Section1314_Implementation_Guide.asp)

## E. Special Project Information:

### **Cost:**

The proposed project is included in the 2018-2027 State Transportation Improvement Program (STIP). Right of way acquisition and construction are scheduled for federal fiscal years 2019 and 2021, respectively. The estimated costs of the proposed project are as follows:

Construction Cost	\$18,800,000
Right of Way and Utilities Cost	\$10,578,197
Total Project Cost	\$29,378,197

### **Design:**

Design Standards	Sub-Regional Tier
Design Speed	
Alcove Road (SR 1206)	50 mph
Templeton Road (SR 1108)	50 mph
Fairview Road (SR 1246)	40 mph
Catalina Drive (Sr 1110)	50 mph
Design Exceptions	None Anticipated
Construction Type	Reconstruction/New Construction

### **Estimated Traffic:**

Traffic forecasts were developed for the 2021 Base Year No-Build Scenario (existing conditions) and the 2041 Future Year Build Scenario. The estimated traffic are as follows:

Alcove Road	11,172 ADT (2021)	14,412 ADT (2041)
Templeton Road	2,916 ADT (2021)	3,636 ADT (2041)
Fairview Road	7,584 ADT (2021)	12,864 ADT (2041)
Catalina Drive	1,876 ADT (2021)	3,796 ADT (2041)

### **Selected Alternative:**

Alternative 1 was selected as the preferred alternative on September 6, 2018, after the public meeting July 23, 2018. Alternative 1 extends Fairview Road west over I-77 via a bridge then extend north to North Cardigan Way. Roundabouts are proposed on Fairview Road at the end of the Fairview Road extension; at Templeton Road and Alcove Road; and at the North Cardigan Way and Catalina Drive intersections. The public meeting map for selected Alternative 1 is included in Attachment A.

### **Human Environment:**

Community Studies – No notable adverse community impacts and no Environmental Justice populations appear to be affected. The indirect and cumulative effects screening indicates this project is expected to result in minor indirect land use effects. This project is not expected to result in induced growth or a change in land use that would not otherwise occur. Land Use Scenario Assessment is not likely to be warranted.

Cultural Resources – Under the programmatic agreement, NCDOT reviewed the historic architecture and archeological resources in the study area. The reviews resulted in a finding of survey required for historic architecture and landscapes, and no survey required for archeological resources. The historic architecture survey identified one National

Register listed property – Centre Presbyterian Church (ID0014). An effects assessment meeting with the State Historic Preservation Office (SHPO) was held in February 12, 2019 for the Centre Presbyterian Church property. SHPO provided a No Effects finding for the project. Cultural resources forms are included in Attachment B.

Noise –The Traffic Noise Analysis (TNA) report indicated no noise-sensitive receptors with predicted noise level greater than 66 decibels or noise levels indicating significant impact.

**Natural Environment:**

Streams and Wetlands – A total of 970 feet of jurisdictional streams and 0.39 acres of jurisdictional wetlands are included in the study area. Multiple preliminary roadway alignments were evaluated to minimize the improved roadway's encroachment to environmental resources. Alternatives 1 further minimized encroachment to jurisdictional streams and wetlands.

Threatened and Endangered Species – Habitat assessments were performed for federally protected species listed for Iredell County. No occurrences were documented within five miles of the project. The biological conclusion for the Northern long-eared bat (NLEB) was determined to be unresolved. NCDOT prepared the final 4(d) rule memo for submittal to US Fish & Wildlife Services (USFWS).

**GeoEnvironmental:**

In 1994, soil contamination was identified during the closure and removal of an underground storage tank at 858 Williamson Road. Site closure information indicates contamination was below actionable levels.

**Public Involvement:**

An open-house format local official meeting and public meeting were held July 23, 2018 in Mooresville. Proposed alternatives were displayed on public meeting maps; a roundabout video presentation was shown to inform the public of their purpose and use (see video link at <https://youtu.be/Yt1pvWYFCJk>). The summary of public comments is included in Attachment C.

F. Project Impact Criteria Checklists:

<u>Type I &amp; II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>



<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

**Question 8 – Northern Long-Eared Bat**

No occurrences were documented within five miles of the project. The biological conclusion for NLEB was determined to be unresolved. NCDOT prepared the final 4(d) rule memo for submittal to the USFWS.

**Question 29 – Noise**

The TNA report indicated no noise-sensitive receptors with predicted noise level greater than 66 decibels or noise levels indicating significant impact. Noise mitigation is not required.

H. Project Commitments

**Iredell County  
Extension of Fairview Road over I-77  
Federal Project No. STBGDA-1003(171)  
WBS No. 44389.1.1  
TIP No. U-5817**

All commitments developed during the project development and design phase for the project are listed below.

**NCDOT Project Management:**

Pedestrian Facilities

NCDOT will prepare a municipal agreement for signature by the Town of Mooresville for the portion of betterment costs prior to project construction.

**NCDOT Division 12 Construction:**

Roadway Lane Reductions and Closures

NCDOT will contact the Iredell County Emergency Medical Services Director at 704-878-3025 at least one month prior to lane reduction and/or roadway closure to allow first responders to prepare for the anticipated action.

NCDOT will contact the Iredell County Fire Department Mount Mourne Fire Chief at 704-892-1530 at least one month prior to lane reduction and/or roadway closure to allow first responders to prepare for the anticipated action.

NCDOT will contact the Mooresville Fire Department Fire Chief at 704-664-1338 at least one month prior to lane reduction and/or roadway closure to allow first responders to prepare for the anticipated action.

NCDOT will contact the Iredell-Statesville Schools Director of Transportation at 704-872-5321 at least one month prior to lane reduction and/or roadway closure to allow schools to prepare for the anticipated action.

I. Categorical Exclusion Approval

STIP Project No.	<u>U-5817</u>
WBS Element	<u>44389.1.1</u>
Federal Project No.	<u>STBGDA-1003(171)</u>

**Prepared By:**

2/13/2019

Date

DocuSigned by:

*Ray Magsanoc*

87B8D2468B30470...

Ray Magsanoc  
Consultant Project Manager  
STEWART

**Reviewed By:**

2/13/2019

Date

DocuSigned by:

*Ahmad Al-Sharawneh*

F7567B09A46B413...

Ahmad Al-Sharawneh  
Project Manager  
North Carolina Department of Transportation  
Project Management Unit Divisions 11-14



**Approved**

If all of the threshold questions (1 through 7) of Section F are answered "no," NCDOT approves this Categorical Exclusion.



**Certified**

If any of the threshold questions (1 through 7) of Section F are answered "yes," NCDOT certifies this Categorical Exclusion.

2/14/2019

Date

DocuSigned by:

*Beverly Robinson*

AD3EDDA80DAE4CD...

Beverly G. Robinson  
Team Lead  
North Carolina Department of Transportation  
Project Management Unit Divisions 11-14

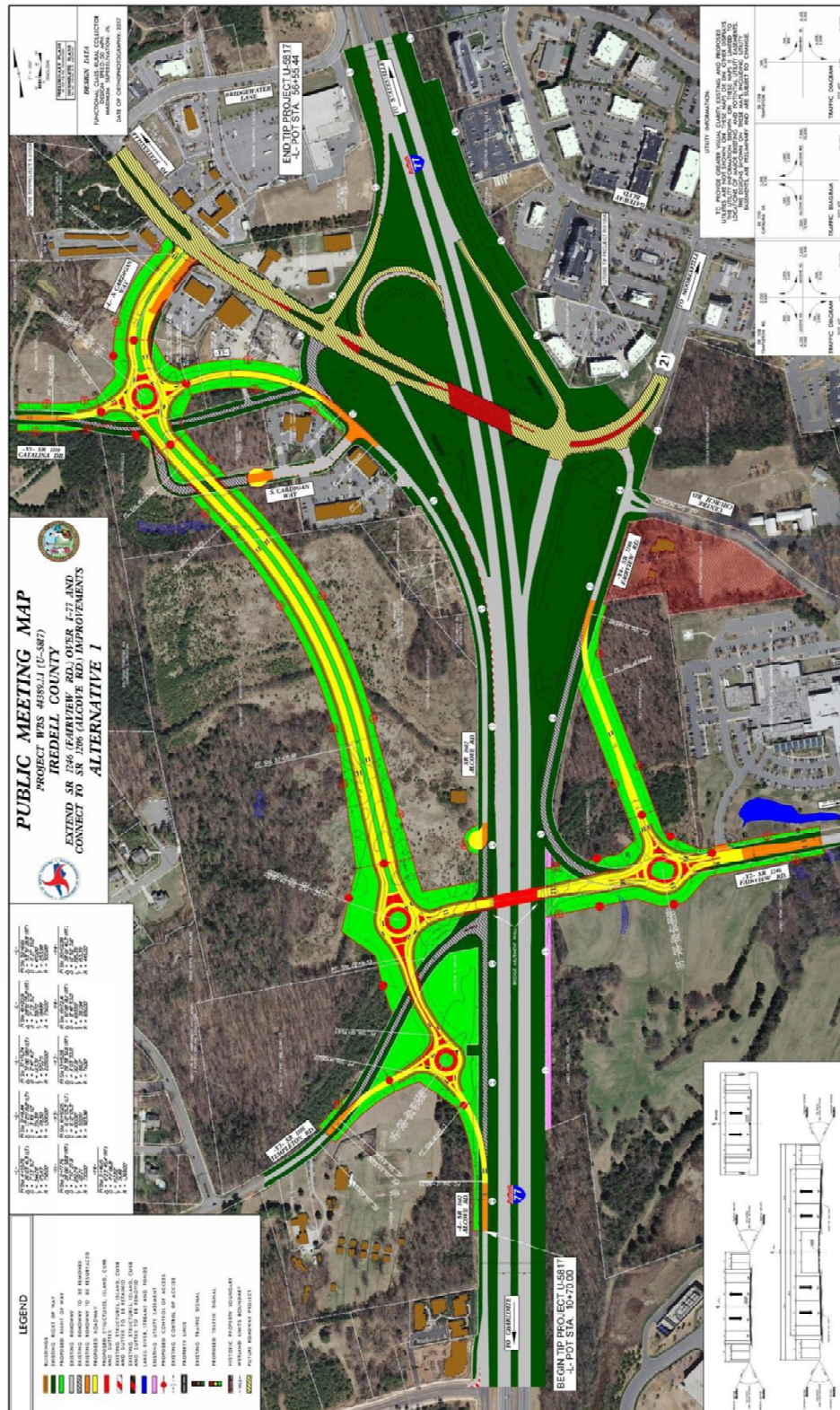
FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date

N/A

John F. Sullivan, III, PE, Division Administrator  
Federal Highway Administration

## Updated 4/25/17





## ATTACHMENT B

Project Tracking No.:

**16-09-0020**



### NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



#### PROJECT INFORMATION

Project No: **U-5817** County: **Iredell**  
WBS No: **44389.1.1** Document: **Federal CE**  
F.A. No: **N/A** Funding: ☐ State ☒ Federal

Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE (not specified)**

**Project Description:** The NCDOT is proposing to extend Fairview Road (SR 1246) over I-77 in order to connect with Templeton Road (SR 1108) in Iredell County. Realignment of Alcove Road (SR 1206) and extensions to Cardigan Way may be necessary to improve connectivity and reduce congestion and traffic delay within the project area. Two (2) functional designs have been developed; however, a Study Area has been generated in order to facilitate environmental planning purposes at this stage. Overall, the Study Area will encompass about 155 acres, inclusive of all existing roadways and current development. **This form does not replace any previous PA forms generated for this project. Rather, this form serves as an addendum to those forms, based on the funding for this project being changed from State to Federal. There has been no change to the Study Area since it was originally submitted for review in September 2016.**

#### SUMMARY OF CULTURAL RESOURCES REVIEW

##### *Brief description of review activities, results of review, and conclusions:*

This project was originally accepted on Tuesday, September 27, 2016. A map review and site file search was then conducted at the Office of State Archaeology (OSA) on Monday, September 26, 2016. This project has since been resubmitted because of a change in the funding source. Instead of being state-funded, this project is now Federally funded. This project was then accepted on Tuesday, July 10, 2018. A map review and site search at OSA was deemed not necessary since there was no change to the overall Study Area. Large-scale archaeological surveys for the Corporate Headquarters for Lowe's have been conducted nearby, and various sections of the Study Area were surveyed in 2017 when this project was first submitted. At time, there were at least sixteen (16) archaeological sites recorded within one-half mile of the Study Area. Three (3) additional archaeological sites were recorded within the Study Area as a result of the 2016 survey. Digital copies of HPO's maps (Lake Norman North and Mooresville Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were reviewed again on Tuesday, July 10, 2018 to determine the presence of any newly recorded historic architectural resources in the vicinity. No other architectural resources have been documented in addition to the three (3) known historic architectural resources (ID0014 [Centre Presbyterian Church], ID0014-i [Baker Cemetery], and ID0859 [Templeton House & Smokehouse]) previously identified. As before, intact archaeological deposits associated with these resources would not be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were again utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

"No ARCHAEOLOGY SURVEY REQUIRED" form for Minor Transportation Projects as Qualified in the 2007/2015 Programmatic Agreement.

1 of 3

16-09-0020

***Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:***

Although State funds were to be utilized for this project, this will now be a Federally funded project because of the proposed crossing of I-77. A Federal permit will also be required. Since a Federal permit was necessary when this project was initially submitted, an archaeological survey was recommended and conducted within the Study Area. On behalf of the NCDOT, the Louis Berger Group, Inc. conducted the archaeological survey and evaluation of the proposed extensions in February 2017. Three (3) archaeological sites (31ID362/362\*\*, 31ID363\*\*, and 31ID364) were recorded as a result of that survey. Based on the lack of integrity and limited research potential, all three (3) sites were recommended as not eligible for the National Register of Historic Places (NRHP). For more detail regarding the survey and the archaeological sites recorded, please refer to the No NRHP Eligible or Listed Archaeological Sites Present Form, signed March 20, 2017 and filed online in SharePoint. I concurred with these recommendations in March 2017, stating that no further archaeological investigations were warranted as long as the project did not expand and impact subsurface areas beyond the defined the Study Area. Since the overall Study Area has not changed since this project was originally submitted in 2016, there is no need for any additional archaeological investigations to be conducted. If the Study Area changes prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

**SUPPORT DOCUMENTATION**

See attached: ☒ Map(s) ☒ Previous Survey Info ☐ Photos ☐ Correspondence  
☐ Photocopy of County Survey Notes Other:

**FINDING BY NCDOT ARCHAEOLOGIST****NO ARCHAEOLOGY SURVEY REQUIRED**

  
 NCDOT ARCHAEOLOGIST

July 10, 2018

Date

16-09-0020

**HISTORIC ARCHITECTURE AND LANDSCAPES****\*\*SURVEY REQUIRED FORM\*\***

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

**PROJECT INFORMATION**

<b>Project No:</b>	U-5817	<b>County:</b>	Iredell
<b>WBS No.:</b>	44389.1.1	<b>Document Type:</b>	EA/FONSI
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	NWP 14
<b><u>Project Description:</u></b> Extend Sr 1246 (Fairview Rd) over I-77 via new grade separation to connect with SR 1206 (Alcove Rd).			

**SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW**

<b><u>Description of review activities, results, and conclusions:</u></b> On June 27, 2018 the funding source for this project was changed to federal funding. On September 26, 2018 a search of NC HPOWEB GIS Service map reveals that the in the Area of Potential Effects (APE) for this project includes the National Register listed Centre Presbyterian Church (ID0014). An Effect Assessment is required. The funding change requires an evaluation of Templeton House and Smokehouse (ID0859).
---

**SUPPORT DOCUMENTATION**

☒ Map(s) ☐ Previous Survey Info. ☒ Photos ☐ Correspondence ☐ Design Plans

**FINDING BY NCDOT ARCHITECTURAL HISTORIAN**

Historic Architecture and Landscapes -- **\*\*SURVEY REQUIRED\*\***

Shelby Reap

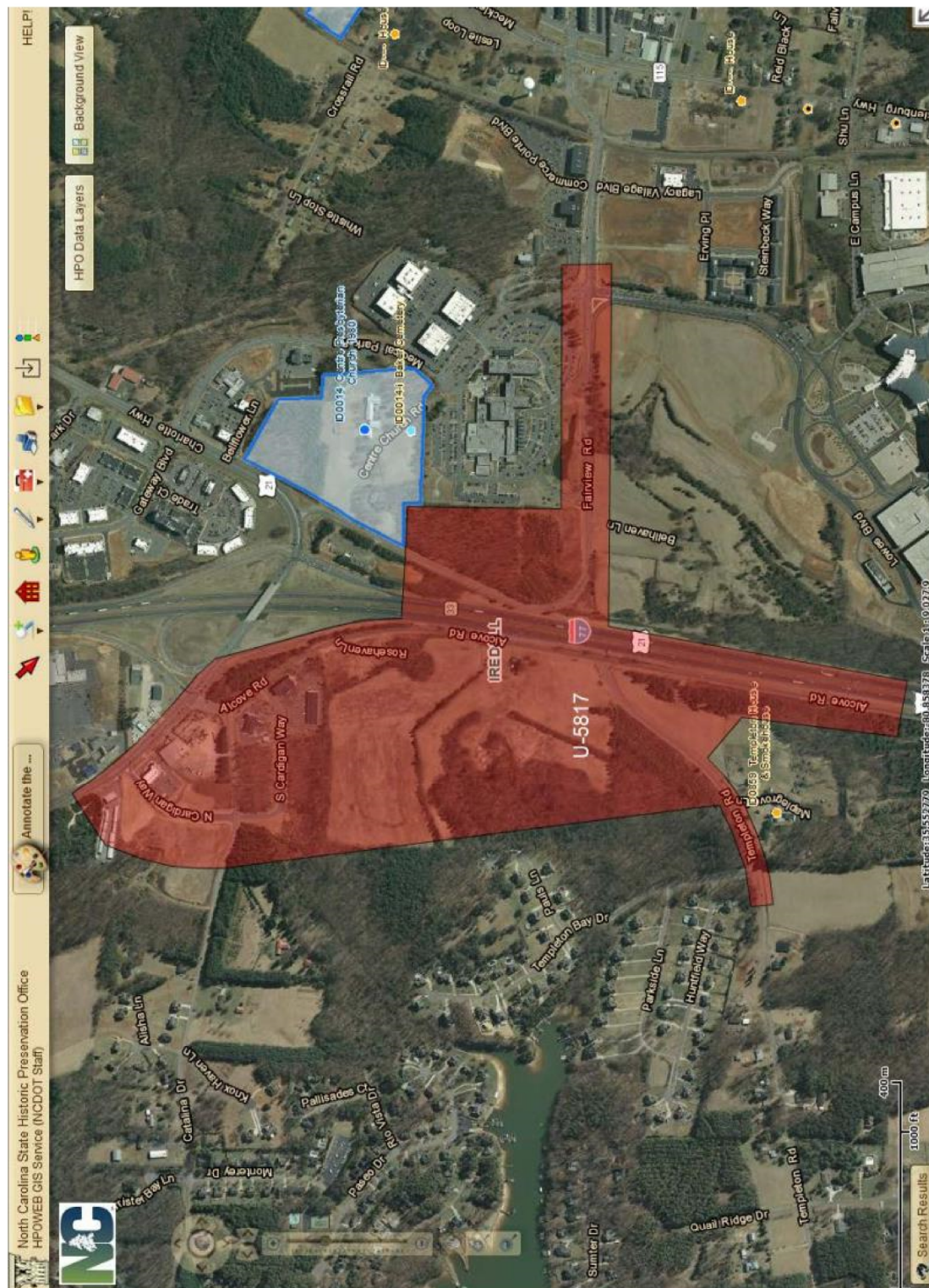
July 11, 2018

NCDOT Architectural Historian

Date

**Anticipated Fieldwork Completion Date:** February 11, 2019





Historic Architecture and Landscapes SURVEY REQUIRED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.

16-09-0020



## HISTORIC ARCHITECTURE AND LANDSCAPES ASSESSMENT OF EFFECTS FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	U-5817	<b>County:</b>	Iredell
<b>WBS No.:</b>	44389.1.1	<b>Document Type:</b>	State EA/FONSI
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	NWP 14
<b><u>Project Description:</u></b> Extend SR 1246 (Fairview Rd) over I-77 via new grade separation to connect with SR 1206 (Alcove Rd).			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:**

On September 26, 2016 a search of NC HPOWEB GIS Service map revealed that in the Area of Potential Effects (APE) the project included the National Register listed Centre Presbyterian Church (ID0014).

### ASSESSMENT OF EFFECTS

<b>Property Name:</b>	Centre Presbyterian Church	<b>Status:</b>	NR
<b>Survey Site No.:</b>	ID0014	<b>PIN:</b>	
<b>Effects</b> <input checked="" type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect			
<b><u>Explanation of Effects Determination:</u></b> Project terminates before historic boundary.			
<b><u>List of Environmental Commitments:</u></b>			

Historic Architecture and Landscapes EFFECTS ASSESSMENT form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



**SUPPORT DOCUMENTATION**

☒ Map(s)    ☐ Previous Survey Info.    ☐ Photos    ☐ Correspondence    ☒ Design Plans

**FINDING BY NCDOT AND STATE HISTORIC PRESERVATION OFFICE**

Historic Architecture and Landscapes – ASSESSMENT OF EFFECTS

Shelby Reap

NCDOT Architectural Historian

Feb 12, 2019

Date

Renee Hedhill-Early

State Historic Preservation Office Representative

2/12/19

Date

Micki D...

Representative, Federal Agency

2/12/19

Date

## ATTACHMENT C



September 21, 2018

Ahmad Al-Sharawneh  
Project Manager  
Project Management Unit  
North Carolina Department of Transportation

### RE: U-5817 Public Meeting Comments & Responses

Ahmad,

We are providing you with the summary of public comments and responses for the above referenced project as follows:

Comment: Stakeholder indicated preference for Alternative 1 – Less impact to existing businesses, improves traffic.

Provided by: Lisa Qualls, Commissioner, Town of Mooresville  
Jonathon Young, Engineering Director, Town of Mooresville  
Gary West, Commissioner, Town of Mooresville

Response: The North Carolina Department of Transportation (NCDOT) acknowledges the preferences.

Comment: Indicated preference for Alternative 1 – Improves traffic mobility, improve traffic flow at I-77 interchange exit 31/33.

Provided by: Miles Atkins, Mayor, Town of Mooresville  
Alex Tearle, 177 Templeton Bay Drive, Mooresville  
Dr. Ben Garrido, 517 Alcove Road, Mooresville  
Fred Morett, 374 Camino Real Road, Mooresville  
Gary Green, 122 Palisades Court, Mooresville  
Hans Leutenegaer, 193 Templeton Bay Drive, Mooresville  
John Green, 181 Quail Ridge Drive, Mooresville  
Mark Loebach, 206 Queens Cove Road, Mooresville  
Mark Shumaker, 121 Lawrence Tee Lane, Mooresville  
Michel Maggio, 142 Forum Drive, Mooresville  
Parks Corlerlus, 311 Camino Real Road, Mooresville  
Sandra Whitlow, 129 Irving Ave, Mooresville  
William Steinmiller, 375 Camino Real, Mooresville  
Wolfgang and Barbara Christian, 167 Catalina Drive, Mooresville  
Alan Donaldson, P.O. Box 292, Mt. Mourne  
Kenneth Auten, 286 Catalina Drive, Mooresville  
William Steinmiller, 375 Camino Real, Mooresville

Response: The NCDOT acknowledges the public preference.

STRONGER BY DESIGN

223 S. West Street  
Suite 1100

Raleigh, NC  
27603

T 919. 380. 8750  
F 919. 380. 8752



**Comment:** Indicated preference for Alternative 1 – Roundabout slows traffic, improves safety.

**Provided by:** Mary Tearle, 117 Templeton Bay Drive, Mooresville  
Lance Fox, 371 Camino Reel Road, Mooresville

**Response:** *The NCDOT acknowledges the public preference.*

**Comment:** Indicated preference for Alternative 1 – Fewer Right-of-Way impacts, lower cost.

**Provided by:** Ben Garrido, MD, Lake Norman Spine Center, Mooresville  
Nancy Bednarek, Lake Norman Spine Center, Mooresville  
Greg Foster, 129 Henry Lane, Mooresville  
James Joyner, 165 Perrin Drive, Mooresville  
Lisa Qualls, 413 N. Main Street, Mooresville

**Response:** *The NCDOT acknowledges the public preference.*

**Comment:** Indicated preference for Alternative 1 – Expressed concerns regarding right-of-way impacts and future development.

**Provided by:** Paul Taylor via email at [taylormadecustombuilders@yahoo.com](mailto:taylormadecustombuilders@yahoo.com)  
Peter Minford via email at [pminford@pacu.com](mailto:pminford@pacu.com)

**Response:** *The NCDOT will coordinate with landowners and where possible minimize impacts during the design phase.*

**Comment:** Indicated preference for Alternative 1 – Indicated not worth \$12 million to align Alcove Road, concerned about length of left turn lane at Cardigan Way. Consider traffic volumes for 2022–2027, two-lane bridge is undersized.

**Provided by:** Lori Schneider, 165 Templeton Bay Drive, Mooresville

**Response:** *Current and anticipated future traffic volumes support a two-lane bridge. Additionally, the proposed roundabouts are designed to create gaps and slow traffic to facilitate an efficient flow of traffic.*

**Comment:** Indicated preference for Alternative 1 – Asked to accommodate bicyclists and pedestrians.

**Provided by:** William Steinmiller, 375 Camino Real, Mooresville  
Michael McCurry, 136 Hunt Field Way, Mooresville

**Response:** *The proposed project includes 5-foot bike lanes. Inclusion of sidewalk is pending a municipal cost-share agreement.*

**Comments:** Indicated preference for Alternative 1 – Requested consideration of Catalina Drive; both alternatives will be a problem for travel from Catalina Drive to Williamson Road.

**Provided by:** Clayton Brammer Jr., 339 Catalina Drive, Mooresville

**Response:** *Access from Catalina Drive to Williams Road is provided along North Cardigan Way via the proposed roundabout (Alternative 1).*

**Comment:** Indicated a preference for Alternative 1 – Requested consideration of school traffic at Foundation Court and Alcove road.

**Provided by:** John Green, 181 Quail Ridge Drive, Mooresville

**Response:** *The school is beyond the scope and current study limits of U-5817. Coordination is recommended among NCDOT Division staff, Metropolitan Planning Organization, Town of Mooresville, and school transportation officials.*



Comment: Stakeholder indicated preference for Alternative 1 – Indicated concern regarding use of adjacent property for future hospital expansion. Lake Norman Regional Medical Center requested copies of documents and studies conducted that support the proposed alternatives.

Provided by: Steve Midkiff, Lake Norman Regional Medical Center, Mooresville

Response: The NCDOT is evaluating the comment. NCDOT Division staff will coordinate with Lake Norman Regional Medical Center and minimize impacts, where possible, during the design phase.

Comment: Favored neither alternative; however, alternative 1 would impact property less. How would tractor trailer turn left when traveling northwest on Williamson Road?

Provided by: E. Jerry Williams, 119 Pond Lane, Grimesland

Response: To access 858 Williamson Road, tractor-trailers would turn left onto N. Cardigan Way, use the roundabout to complete a U-turn and access the driveway along N. Cardigan Way. The roundabout was designed to accommodate tractor-trailers.

Comment: Indicated a preference for Alternative 2 – Less Right-of-Way costs if one roundabout removed, more direct entrance and exit to Alcove, Catalina, and Templeton Roads.

Provided by: Bennett Stevens, 133 Harwell Road, Mooresville

Response: The NCDOT acknowledges the public preferences. The additional roundabout was required by the Comprehensive Traffic Analysis to maximize traffic flow.

Comment: Indicated a preference for Alternative 2 – Fewer roundabouts

Provided by: Charles Pinkston, 178 Queens Cove Road, Mooresville

Leona Wetherbee, 319 Catalina Drive, Mooresville

Scott Riefner, 128 Malibu Road, Mooresville

Response: The NCDOT acknowledges the public preferences.

Comment: Indicated preference for Alternative 2, flow of traffic seems better, both plans are the same.

Provided by: Penelope Brown, 358 Camino Real Road, Mooresville

Response: The NCDOT acknowledges the public preferences.

Comment: No Alternative preference indicated, oval roundabout could replace two proposed on Templeton and Fairview Road; would be cheaper with less impact. Why two roundabouts

Provided by: John Sparrow, 296 Templeton Road, Mooresville

Response: One roundabout along Templeton and Fairview Road was investigated; however, the traffic study indicated two roundabouts were required to accommodate the safe and efficient flow of traffic.

Please let me know if you have questions.

Sincerely,

Jessica Kim

**STRONGER BY DESIGN**

223 S. West Street  
Suite 1100

Raleigh, NC  
27603

T 919. 380. 8750  
F 919. 380. 8752